

Section V.d. 2014 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

❖ Nonmotorized Program

This application is available on the King County Department of Transportation website at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

****Please read this section before completing the application****

The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for countywide funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the countywide competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Attach your completed application to an email and send it to kcgrantcompetition@kingcounty.gov. All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014**.

Please note: the project budget spreadsheet is a required attachment, the budget spreadsheet can be downloaded from the following website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Definition of a project:

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each.

Note: a project may request only one funding source – either STP or CMAQ, but not both.

If you have questions please contact Peter Heffernan at 206-477-3814 or
peter.heffernan@kingcounty.gov

Section VI.c. 2014 King County Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

PROJECT DESCRIPTION INFORMATION

- 1. Project Title:** Replacement of Shared-Use Non-Motorized Bridge over Sammamish River in the Park at Bothell Landing

(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520HOV (104th Ave NE to 124th Ave NE)

- 2. Sponsoring Agency:** City of Bothell

Also identify co-sponsor(s):

- 3. Project Contact Person:** Eddie Low, P.E., Deputy Public Works Director/City Engineer

Address: 9654 NE 182nd Street

Phone: 425-486-2768 ext. 4464

Fax: 425-486-2489

E-Mail: eddie.low@ci.bothell.wa.us

- 4. Project description.** Please distinguish between the scope of the project and the justification and/or need for the project.

a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

The project is the Replacement of the Pedestrian Bridge over Sammamish River at Park at Bothell Landing. The Project will construct a wider bridge with a 12-ft wide deck that meets current structural and ADA standards. The flatter deck and approach grades will provide a fully accessible shared-used non-motorized path for commuter as well as recreational bicyclists and pedestrians. The project will strengthen and enhance Bothell's network of bike and pedestrian facilities.

City of Bothell will match grant funds to complete Design and Construction of the Project.

b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

The project is necessary to update an important non-motorized connection in the Downtown Core. The existing pedestrian bridge is located within the 14 acre Park at Bothell Landing and is Downtown's trail head to the City's regional bicycle system via the Burke-Gilman/Sammamish River Trail and the North Creek Trail. This bridge is also the non-motorized gateway to the commercial, residential, civic and educational facilities of Bothell's revitalizing Downtown District. Within a one-quarter mile of the bridge are the Northshore Senior Center which serves over 7000 seniors and their families; and Bothell's King County Regional Library serving over 65,000 citizens. The University of Washington

Bothell/Cascade Community College campus, with a growing population of more than 10,000 enrolled students and staff, is one mile northeast of the bridge.

The existing pedestrian bridge is aging and does not meet current ADA standards. The high arch wooden deck is 9-ft wide with grades too steep for full accessibility. Unknown pier foundations and deteriorating conditions require frequent monitoring, repairs and closures with inconvenient detours for trail users.

The project will update an important shared-use facility to meet the current and future needs of Bothell's Downtown Core.

5. Project Location: Within the Park at Bothell Landing situated in the City's Downtown Core

Answer the following questions if applicable:

a. Crossroad/landmark nearest to beginning of project: 300-ft south of JCT SR 522 and Bothell Way NE

(Identify landmark if no crossroad)

b. Crossroad/landmark nearest to end of project: 500-ft south of JCT SR 522 and Bothell Way NE

(Identify landmark if no crossroad)

6. Map: Include an 8 1/2" x 11" legible vicinity map (if applicable) with the completed application form. *(If unable to send map electronically, provide separately by fax or mail)*

7. Federal Functional Classification Code <i>(Select only one)</i> <i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.</i>		
<u>Rural Functional Classifications</u> <u>("under 5,000 population")</u> (Outside the federal-aid urbanized and federal-aid urban areas) <input type="checkbox"/> 00 Exception <input type="checkbox"/> 01 Principal Arterial - Interstate <input type="checkbox"/> 02 Principal Arterial <input type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access <input type="checkbox"/> 21 Proposed Principal Arterial – Interstate <input type="checkbox"/> 22 Proposed Principal Arterial <input type="checkbox"/> 26 Proposed Minor Arterial <input type="checkbox"/> 27 Proposed Major Collector <input type="checkbox"/> 28 Proposed Minor Collector	<u>Urban Functional Classifications</u> <u>("over 5,000 population")</u> (Inside the federal-aid urbanized and federal-aid urban areas) <input checked="" type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input type="checkbox"/> 14 Principal Arterial <input type="checkbox"/> 16 Minor Arterial <input type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access <input type="checkbox"/> 31 Proposed Principal Arterial – Interstate <input type="checkbox"/> 32 Proposed Principal Arterial – Expressway <input type="checkbox"/> 34 Proposed Principal Arterial <input type="checkbox"/> 36 Proposed Minor Arterial <input type="checkbox"/> 37 Proposed Collector <input type="checkbox"/> 39 Proposed Local Access	

	<input type="checkbox"/> 29 Proposed Local Access	
	<p>NOTE: <u>Federally Funded Projects.</u> <i>A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</i></p> <p><i>Examples of Exceptions:</i></p> <ul style="list-style-type: none"> • <i>Any bicycle and/or pedestrian project.</i> • <i>Projects <u>not</u> on a roadway and using CMAQ or other funds</i> • <i>Any transit project, including equipment purchase and park-and-ride lot projects.</i> 	

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2014 STP/CMAQ King County Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2014. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another countywide project.

Application length: Please be as brief as possible but provide sufficient information on your project, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to kcgrantcompetition@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Preservation, Non-motorized). All applications will be posted to the King County Web site. All applications must be submitted by 11:59 p.m., Wednesday, May 7, 2014.

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to Section IVb, Evaluation Criteria for Countywide Grant Programs, Non-Motorized Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections C through F

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

- ☒ Project is located within a Center
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- ☐ Connecting Corridors
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

SECTION A: CENTERS

Complete this section if your project is a “Centers” project, then proceed to Part 2

A. Please explain how your project addresses the following:

- **Center Development**

- Describe how the project will advance or support non-motorized modes within the center.
- Describe how the project or program will enhance or support the potential for increased housing/employment densities in the center.
- Describe how the project furthers the objectives and aims of existing adopted policies and plans for the center.
- Describe the level of public access to the project (for example, current and future land use in the vicinity of the facility such as schools, residences, commercial, retail, tourist areas, etc. that would be expected to provide utilization of the facility).

- The new bridge will make ADA compliant this non-motorized access and transfer point within Bothell's Downtown Core while updating design and seismic standards of the structure. This project strengthens the bicyclist and pedestrian connection between key destinations within the area which is undergoing publicly-funded infrastructure projects and environmental cleanup to spark privately-funded development for economic viability. This Revitalization is projected to create 1,600 permanent jobs and 8,400 temporary construction jobs. An estimated 2,000 new and diversified housing units and over 650,000 square feet of office and retail space are anticipated to invigorate State and Bothell property sales/use tax revenues. See ATTACHMENT-2.

- A fully accessible bridge, conveniently surrounded by the natural features of the Park at Bothell Landing will enhance the livability of the area for pedestrians and bicyclists who use the bridge for recreation or commuting. Reduced emissions will improve the surrounding air. Less motorists on the roads improve peak hour travel for motorists while providing a healthy active mode for bicyclists. Safe and efficient non-motorized access between the Sammamish River Trail and nearby urban amenities of Downtown will encourage high-density and diversified development within walking distance of the project.

- This project enhances the pedestrian and bicycling network described in the Downtown Revitalization of the Bothell Comprehensive Plan. It contributes towards the goals for an economically viable, high-density mixed-used vibrant Urban Center with safe and accessible paths for all students, workers, shoppers and visitors. The project is also included within the master plan for the Park at Bothell Landing.

- The existing pedestrian bridge is located within the 14 acre Park at Bothell Landing and is Downtown's trail head to the City's regional bicycle system via the Burke-Gilman/Sammamish River Trail and the North Creek Trail. This bridge is the non-motorized gateway to the commercial, residential, civic and educational facilities of Bothell's revitalizing Downtown. Within a one-quarter mile of the bridge are the Northshore Senior Center which serves over 7000 seniors and their families; and Bothell's King County Regional Library serving over 65,000 citizens. The University of Washington Bothell/Cascade Community College campus, with a flourishing population of 10,000 students and staff, is one mile northeast of the bridge. A burgeoning number of trail users are anticipated to use this non-motorized bridge over the Sammamish River as Downtown Revitalization adds an estimated 650,000 square feet of office/retail space to the area as well as 2,000 new residential units and 1,600 permanent jobs.

- **Project's Benefit to the Center**

- Describe how the project remedies a current or anticipated problem for non-motorized modes within the center or reduces modal conflicts involving pedestrians and/or bicyclists?
 - Describe the user groups who will benefit from this project (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President’s Order for Environmental Justice¹) and how it provides users with non-motorized option for travel.
 - Describe how the project or program will improve: (address each relevant area)
 - Bicycle facilities
 - Walkability
 - Public transit access
 - Landscape and/or streetscape
- The project will make the non-motorized Sammamish River crossing in the Park at Bothell Landing ADA compliant and accessible for all. Bridge approaches will be improved for bikes providing smoother transitions. The bridge deck will be widened to 12-feet, to provide sufficient room for pedestrians and bicyclists.
 - The cultural, historical, playground and natural features within the Park at Bothell Landing draw a diverse population to the pedestrian bridge. Families and other residences use the bridge as trail head to get onto the Regional Sammamish River Trail. Bicycle commuters destined for Downtown cross the bridge via the Sammamish River Trail. Commute routes can extend as far west and beyond as the Burke-Gilman Trail or as far north towards Mill Creek, Everett and Snohomish via the North Creek Trail. Within one-half mile from the project are the Bothell High School, Northshore School District's Pop Keeney Stadium and the King County Library. One-quarter mile away is the Northshore Senior Center which through its Health and Wellness Department provides outdoor activities for individuals of all ages with intellectual, cognitive and developmental disabilities. Student and other low-income residents use this bridge as an affordable access and transfer point from the Downtown Core to the nearby University of Washington Bothell/CCC campus or high-density housing.
 - Bike facilities: the flatter grades of the new bridge approaches and deck will make safe and smooth the bike trail head and gateway to Downtown.
 - Walkability: the reduced grades and wider 12-foot opening of the new bridge deck will make this non-motorized crossing fully accessible and walkable for all pedestrians.
 - Public transit access: this project will allow pedestrian and bicyclists to safely and efficiently access more than 400 buses daily that pass through the surrounding Downtown area. Additionally this project would be a viable connection to the future Transit Center in Downtown Bothell, including Park and Ride, which is programmed in the Sound Transit 2 Plan.
 - Landscape and/or streetscape: the new bridge will improve trail approaches and make space for riparian plantings and complement the Park design as described in the master plan for the Park at Bothell Landing.
- **Circulation and Safety within the Center**
 - Describe how the project improves access to major destinations or improves circulation within the center (home/work/school/other).

¹ The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

- Describe how the project or program completes a physical gap or completes an essential link in the non-motorized transportation network.
 - Describe how the project improves safety or resolves an existing safety problem.
 - Describe how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.
- The revitalizing Downtown of Bothell is experiencing mixed-use development and redevelopment of the geographic area. Major destinations such as the Library, Pop Keeney Stadium, University of Washington Bothell/CCC campus, Northshore Senior Center, Main Street businesses, Senior Housing and Office/Retail spaces are walkable from the project. The bridge replacement project will improve circulation within this vibrant Urban center by becoming fully accessible for pedestrians and safe for bicycles. In addition the project will be an unobstructed trail head to the Sammamish River Trail and non-motorized gateway to Downtown.
 - The existing bridge is a significant non-motorized link within the heart of the Park at Bothell Landing, a vibrant waterfront park and vital community venue. The high wooden arch of the bridge has long been an icon of the area as reflected in the City Logo. However the wooden arch does not meet current design standards. The project is necessary to replace the bridge with a bridge with deck and transition grades that are fully accessible and safe for bicyclists. This removal of the ADA obstruction will complete the downtown non-motorized link to the rest of Bothell's bicycle and pedestrian regional network via the Burke-Gilman/Sammamish River Trail and North Creek Trail systems.
 - The new bridge will meet current seismic and ADA standards for shared-use non-motorized bridge structures. The existing pedestrian bridge is aging and does not meet current ADA standards. The high arch wooden deck is 9-ft wide with grades too steep for full accessibility. Unknown pier foundations and deteriorating conditions require frequent monitoring, repairs and closures with inconvenient detours for trail users.
 - The project will remove an ADA obstruction and complete the connection between regional Trails and the urban center including connecting to the shared-use access roadways of the Multiway Boulevard.

SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

A. Please explain how your project addresses the following:

- **Benefit to Center**

- Describe how the project provides users traveling to/from the center(s) with non-motorized options for travel.
- Describe how the project furthers the objectives and aims of adopted policies and plans for the center(s).
- Describe how this project will benefit or enhance support the development of the center(s). Does it support multiple centers?

- **System Continuity, Circulation and Safety**

- Describe how this project or program provides a "logical segment" that links to a center
- Describe how the project fills in a missing link or removes barriers to a center, and how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network
- .Describe how the project improves safety and/or reduces modal conflict.

- **Sustainability**

- Describe how this project or program supports a long-term strategy to maximize the efficiency of the corridor and/or the bicycle or pedestrian network.
- Describe the user groups who will benefit from this project over time (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President’s Order for Environmental Justice) and how it provides users with non-motorized options for travel.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINANCIAL PLAN

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through G.

2. Financial Plan

In this section, sponsors will address questions regarding the funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. A sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

2.1. Select only one funding source below, STP or CMAQ.

☐ STP

☒ CMAQ

2.2. Identify the amount requested by phase, and identify the estimated year of obligation (2015, 2016 or 2017).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
PE/Design	\$134,000.00	2015
Construction	\$1,042,000.00	2016
[select phase]		

2.3 Identify the project phases that will be fully completed if requested funding is obtained:

PE/Design and Construction

2.4 Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from following King County website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Attach the completed spreadsheet, along with this application, and submit via email to kcgrantcompetition@kingcounty.gov, by the deadline of 11:59 p.m. May 7, 2014. The Project Budget and Schedule spreadsheet form may be downloaded at:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Project Readiness:

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

3. If funds are requested for Right of Way:

3.1 What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS) ☐
 - Environmental Assessment (EA) ☐
 - Documented Categorical Exclusion (DCE) ☒

- Categorical Exclusion (CE) ☐
- Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. March 2016
- At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? No
 - If not, when is this milestone scheduled to be complete? March 2016
 - When are Preliminary Plans expected to be approved? March 2016
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. No

3.2 What is the status of Right of Way?

- How many parcels do you need? None
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Conservancy
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. NA
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Yes
- If not, when do you expect a consultant to be selected, under contract, and ready to start? NA
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way NA
 - Right of Way Plans (stamped) NA
 - Relocation Plan (if applicable) NA
 - Right of Way Certification January 2016
 - Right of Way Acquisition NA
 - Certification Audit by WSDOT Right of Way Analyst
 - Relocation Certification, if applicable NA

4. If funds are requested for Construction:

4.1 Complete sections 3.1 and 3.2 above.

4.2 What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available. ATT-4.
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. By January 2016. JARPA, NEPA, SEPA to include: Shoreline Permit, HPA, USCG Bridge Permit, DOE 401 Water Quality Cert., USACE Section 10, CZM
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. March 2016
- When is the project scheduled to go to ad? April 2016

REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

SECTION D: COMMUNITY SUPPORT/ENVIRONMENTAL JUSTICE/PLANNING

4. Please explain how your project addresses the following:

- Has the project been developed through a collaborative and inclusive planning process? Please describe. (If not, please describe how developed.)
- Is this project or program specifically identified in a local plan, transit plan, or regional plan. If not, is the project or program consistent with plan policies? Please provide citation of the corresponding policies and/or specific project references in the identified plan.
- Is this an important opportunity--if we fund this project or program now, what other benefits will result?
- Will an opportunity be missed if the project is not funded in this competition?
- The project improves accessibility and transfers within downtown for bicycling and walking as described in the Downtown Subarea Plan, Imagine Bothell...Comprehensive Plan and the master plan for the Park at Bothell Landing. City of Bothell began a community planning process in 2006 for a Downtown Revitalization Plan which was adopted by Council in July 2009. City Council adopted the master plan for the Park at Bothell Landing and stakeholder and public acceptance process was completed in November, 2010. This plan includes bridge approach improvements and riparian plantings that complement the overall design of a Park which plays a key role in connecting the revitalized downtown area with the Sammamish River and Trail.
- The Downtown Subarea Plan: Community Vision Page 15 and Page 19; The Imagine Bothell...Comprehensive Plan TR-32, TR-33, ATTACHMENT-5: Fig TR-9 (Existing and Proposed Bicycle Facilities) and ATTACHMENT-6: Fig TR-11 (Existing and Proposed Pedestrian Facilities); and the Park Master Plan of Park at Bothell Landing.
- Other benefits of this project are affordable alternative routes for low-income citizens within the Downtown Core; accessibility for active and healthful modes of travel for commuters and students; better air quality, reduced vehicle congestion and ease of access to contribute to viability of the high-density pedestrian-oriented housing options in Downtown thereby maintaining an adequate supply of affordable and low-income housing in the area.
- If this project is not funded, the inaccessibility of this bridge persists and remains an obstacle to the mobility for all segments of the population.

SECTION E: MODE SHIFT

5. Please explain how your project addresses the following:

- Describe how the project eliminates SOV trips and induces a mode shift..
- Discuss the potential for non-motorized use. For example, use counts and/or user survey data from existing similar facilities combined with data on the population in the surrounding area to estimate the potential number of users of the proposed facility (more, less and why)
- Describe how the project connects to other non-motorized facilities.

- The project makes structurally sound, ADA compliant and safe the non-motorized bridge within Park at Bothell Landing which is a key connection within the City's regional bicycle system. The project will improve grades and transitions for bicyclists to seamlessly cross the Sammamish River into Downtown Bothell or towards the Regional Sammamish River Trail. Commute routes can extend as far west and beyond as the Burke-Gilman Trail or as far north towards Mill Creek, Everett and Snohomish via the North Creek Trail. This project makes viable an active non-motorized travel route for bicycle commutes and pedestrian transportation thus eliminating SOV trips.
- A 2007 economic study done for the Revitalization of Bothell projects an addition of 1,600 permanent jobs, 8,400 temporary construction jobs, 2000 high-density housing units, and University of Washington Bothell/CCC campus enrollment of over 10,000. Due to the proximity of jobs, retail, other urban amenities and the surrounding natural Park setting, recreational and multi-modal commuter use is anticipated for this non-motorized bridge project. The bridge will become an unobstructed transfer point for bicyclists and pedestrians to the more than 400 buses that serve Downtown daily. The project also provides affordable transportation alternatives for student and low-income populations which may use the bridge as part of their transportation between jobs, campus and housing.
- North of the project, there are three signalized pedestrian crosswalks into the heart of Bothell's Downtown Core. The signalized crosswalks at NE 180th Street connect to Bothell High School and the Westhill Residential neighborhood. The 98th Avenue NE signalized crossing leads into a pedestrian friendly corridor along the Library, future mixed-use high-density developments, natural and open spaces and the Pop Keeney Stadium. The crossing at the realigned SR 522 and Bothell Way NE intersection brings bicyclists into the shared-use access roadways of the Multiway Boulevard while also providing pedestrian and bicyclist paths to the Historic Main Street, the future transit corridor of NE 185th Street and the nearby UW/CCC campus. See ATTACHMENT-7.

SECTION F: AIR QUALITY

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

6. Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
 - Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
 - Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
 - Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
 - Describe how your project will reduce emissions through alternative fuels or vehicles.
- This project upgrades the trail network for Bothell to promote non-motorized modes of travel for residents, students, and commuters thus reducing VMT.

- This bridge is a pivotal connection between the natural areas of the Park setting, the Regional Bicycle Trails and the Office/Retail or Civic facilities of the revitalizing Downtown and nearby college campus. Bothell Landing and King County's Sammamish River Park have parking lots within 500-feet of the bridge. There are over 400 buses currently serving the Downtown area. Sound Transit 2 Plan has programmed funds for a future Downtown Bothell Transit Center. The project will update the connection to be fully accessible and contribute to the non-motorized, transit or carpool options available in the vicinity.
- The ADA compliance and improved bicycle safety that this project will implement removes the obstruction for some to use this bridge as a transfer point to downtown's more than 400 buses daily.
- The project's goals of full access and improved approaches will upgrade the regional network of non-motorized trails by increasing the ease and convenience of trail use, thereby making viable an alternative travel route separated from the motorized roadways. These trail users do not contribute to Downtown's existing problems of peak hour congestion and limited parking spaces.
- To reduce emissions, a new fully accessible trail head and gateway to Downtown is pivotal to increase bicycle and pedestrian commuters as an alternate to using motorized transportation to access the area's office, retail and educational facilities.